

FONTAINE AVENUE Community Workshop



November 8, 2004

Previous Studies

Southern Urban Area B Study

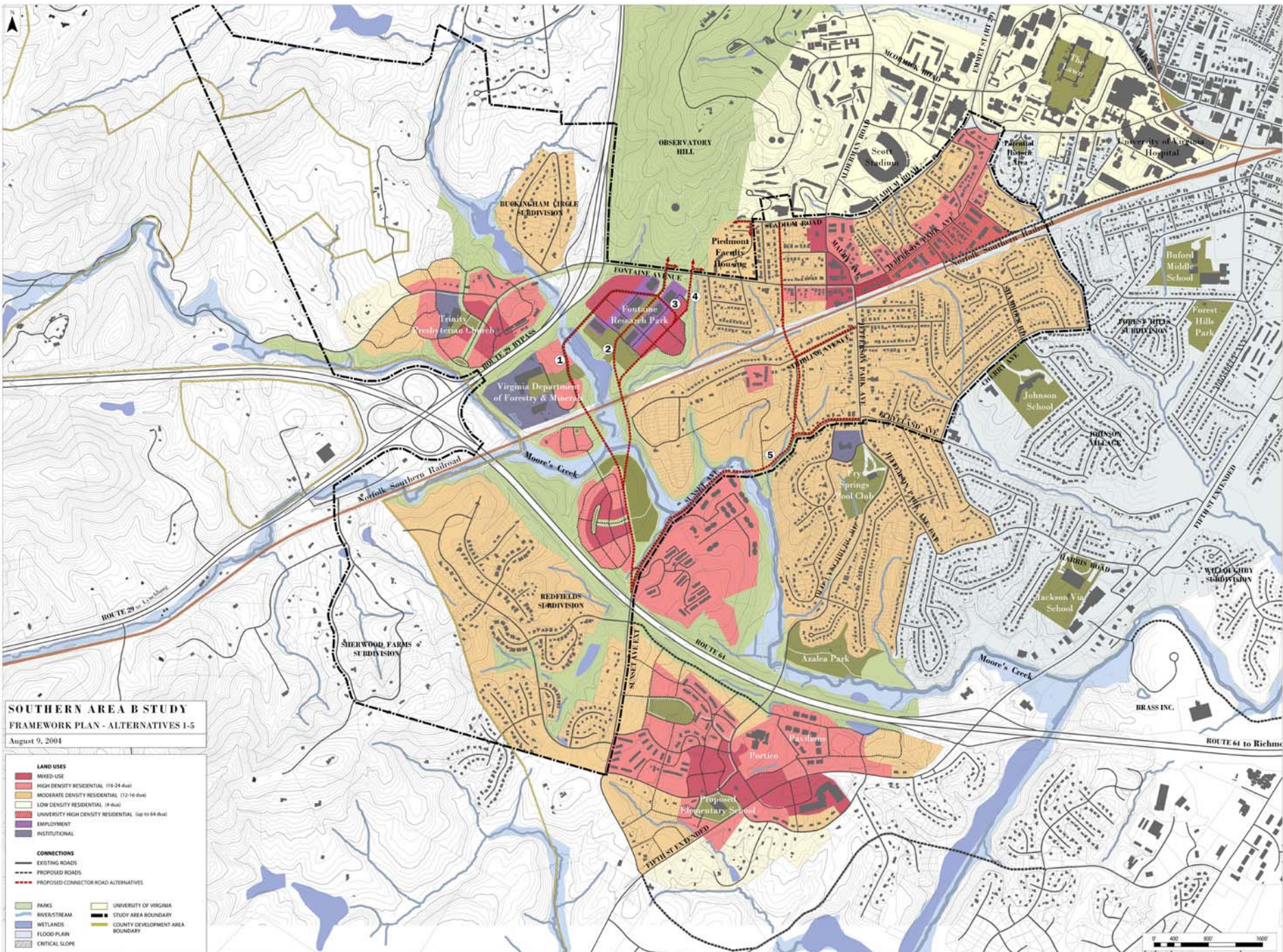
(completed August, 2004)

Fontaine Avenue Task Force

(started in 1997)

Charlottesville Corridor Study

(completed 2000)

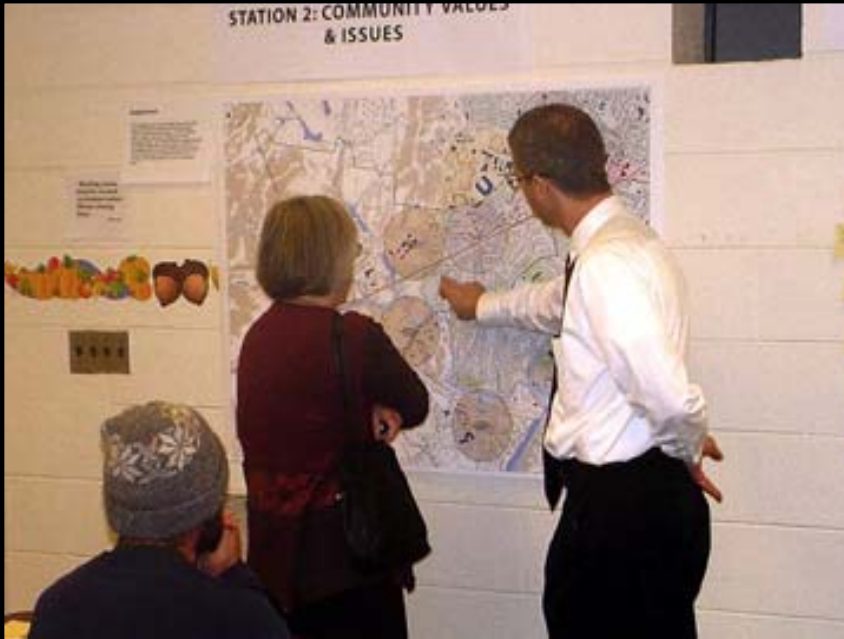


SOUTHERN AREA B STUDY
FRAMEWORK PLAN - ALTERNATIVES 1-5
August 9, 2004

- | | |
|--|--|
| LAND USES | |
| MIXED USE | |
| HIGH DENSITY RESIDENTIAL (16-24 du/ac) | |
| MODERATE DENSITY RESIDENTIAL (12-16 du/ac) | |
| LOW DENSITY RESIDENTIAL (4 du/ac) | |
| UNIVERSITY HIGH DENSITY RESIDENTIAL (up to 64 du/ac) | |
| EMPLOYMENT | |
| INSTITUTIONAL | |
| CONNECTIONS | |
| EXISTING ROADS | |
| PROPOSED ROADS | |
| PROPOSED CONNECTOR ROAD ALTERNATIVES | |
| FEATURES | |
| PARKS | |
| RIVER/STREAM | |
| WETLANDS | |
| FLOOD PLAIN | |
| CRITICAL SLOPE | |
| UNIVERSITY OF VIRGINIA | |
| STUDY AREA BOUNDARY | |
| COUNTY DEVELOPMENT AREA BOUNDARY | |



Community Open House



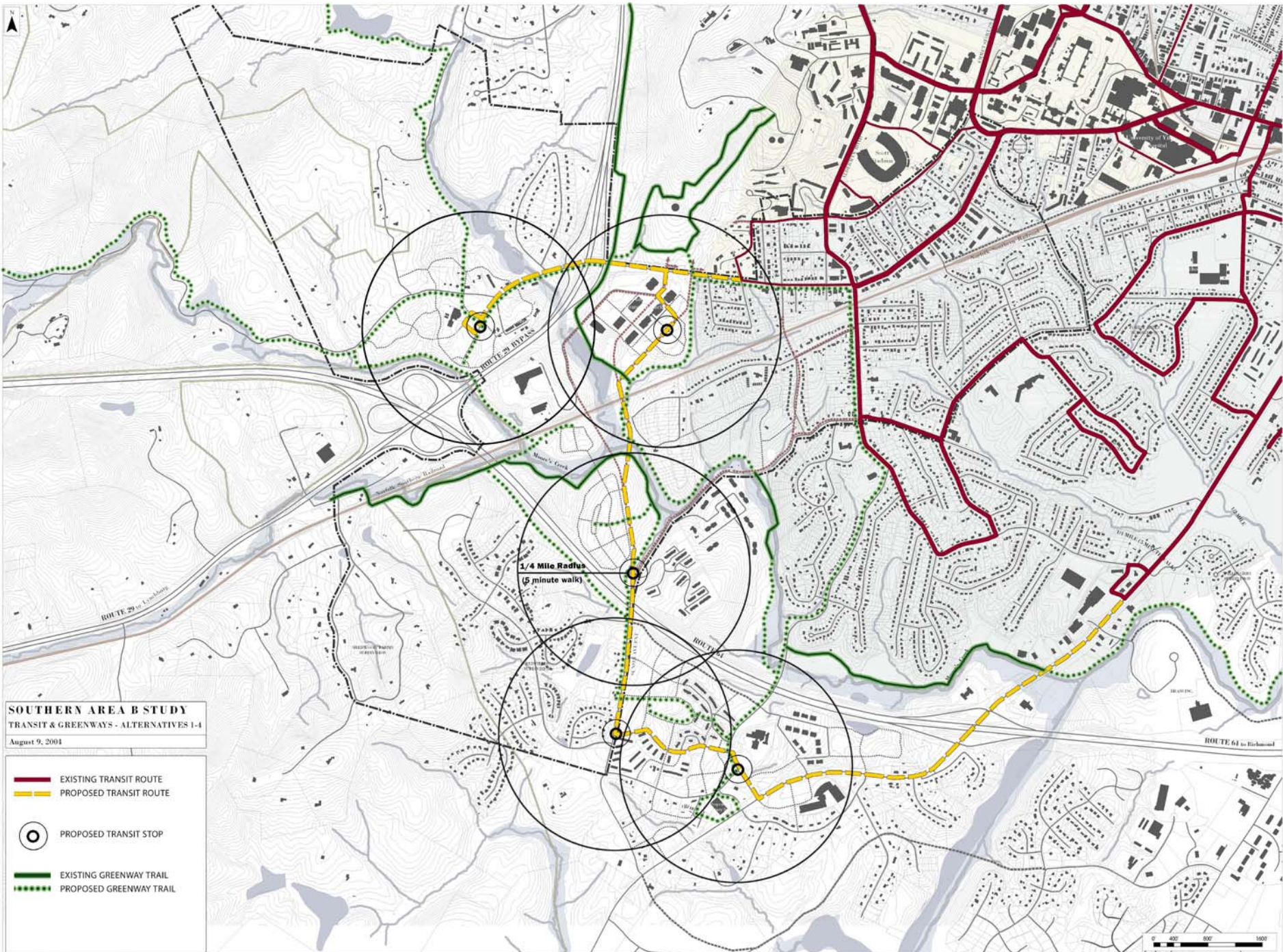
November 8th, 2003

Key Comments and Issues

- Plan for people, not cars
- Improve the efficiency, scope of public transportation
- Promote more owner occupancy and a wider range of housing options
- Encourage UVA staff & faculty to live in and own homes within walking distance of UVA
- Control the UVA affiliated parking situation
- Create a green-way network preserving contiguous swaths of open space

Key Comments and Issues

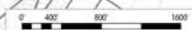
- Identify opportunities for interconnection: (Sunset, Stribling, Stadium, Harris, etc.)
- Pedestrian, bike and transit as priorities
- Centers should be connected, compact/urban
- Invest in existing neighborhood centers first
- Utilize mixed-use functions for enhancing existing centers and new centers
- Retail and services seriously limited in southern part of city + adjoining areas of county



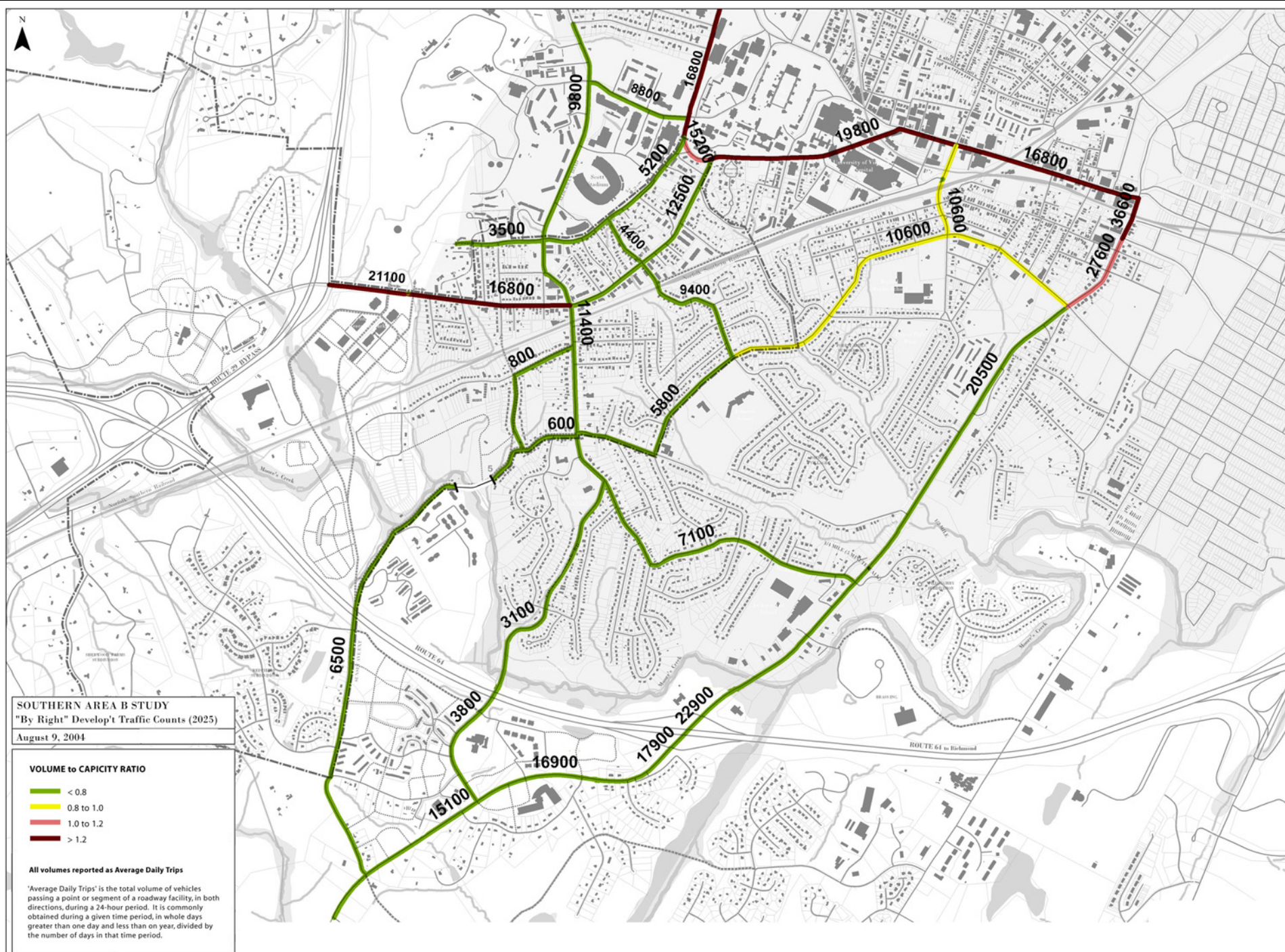
SOUTHERN AREA B STUDY
TRANSIT & GREENWAYS - ALTERNATIVES 1-4
August 9, 2004

- EXISTING TRANSIT ROUTE
- PROPOSED TRANSIT ROUTE
- PROPOSED TRANSIT STOP
- EXISTING GREENWAY TRAIL
- PROPOSED GREENWAY TRAIL

1/4 Mile Radius
(5 minute walk)









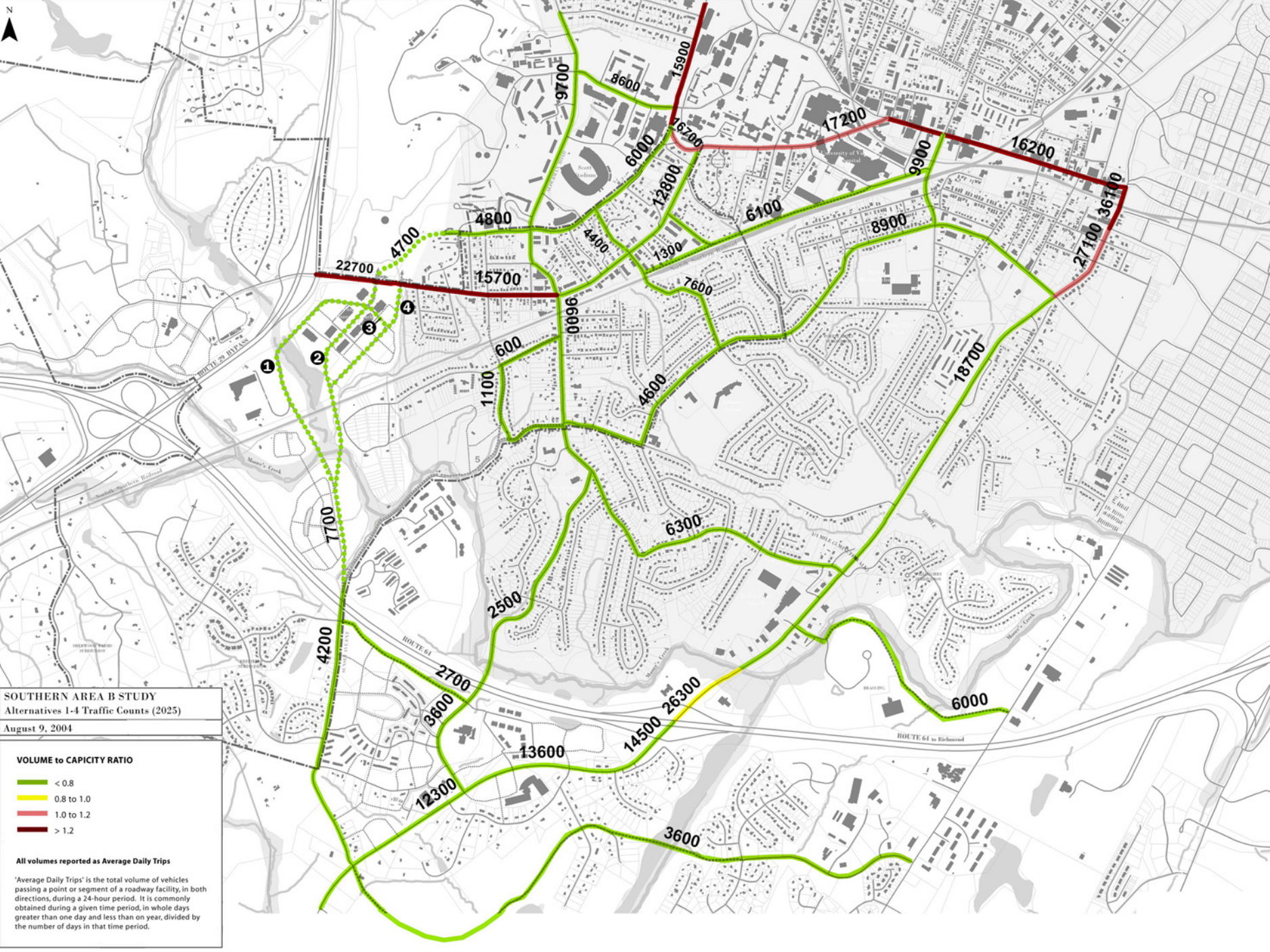
SOUTHERN AREA B STUDY
Alternatives 1-4 Traffic Counts (2025)
August 9, 2004

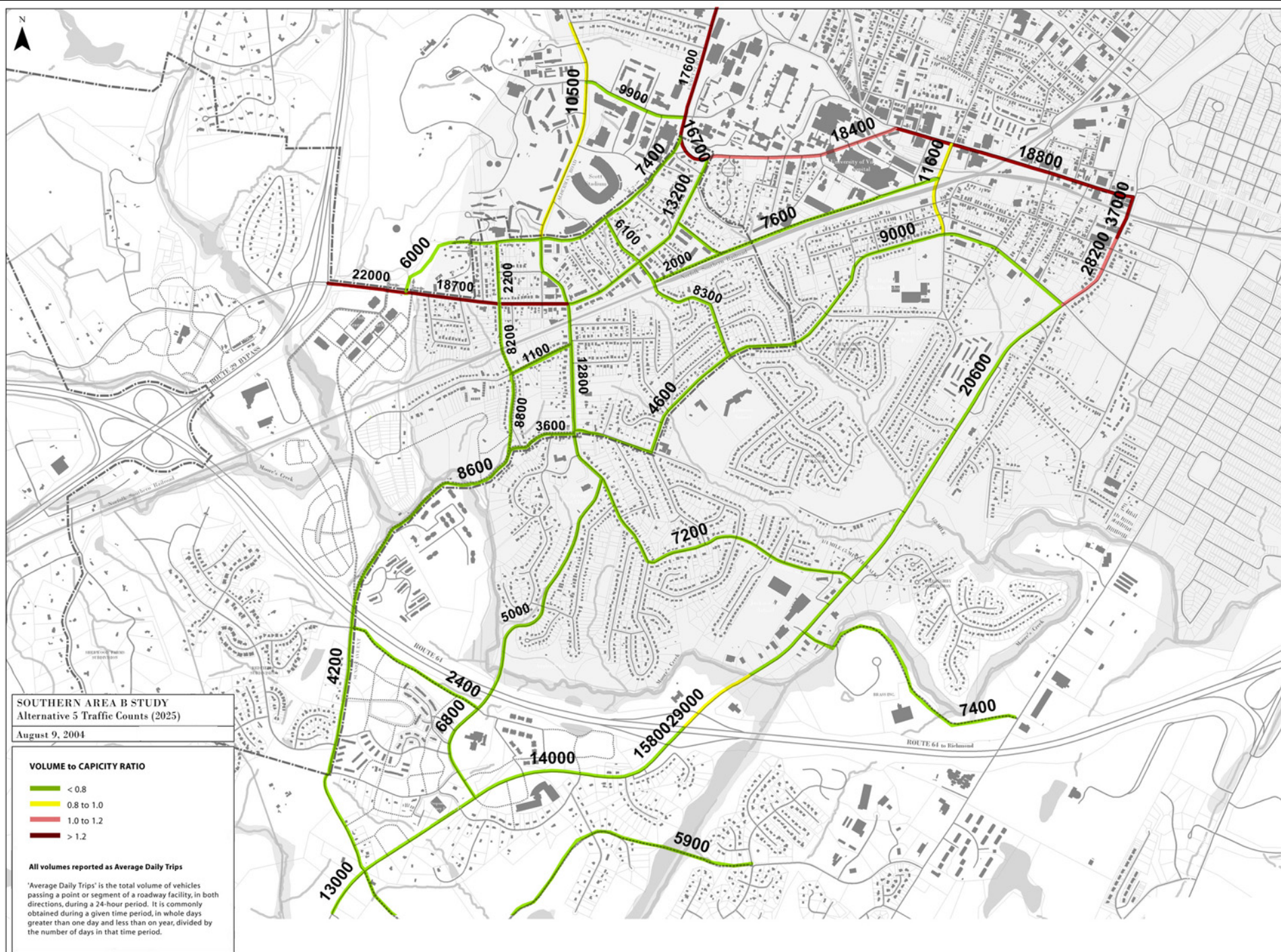
VOLUME to CAPACITY RATIO

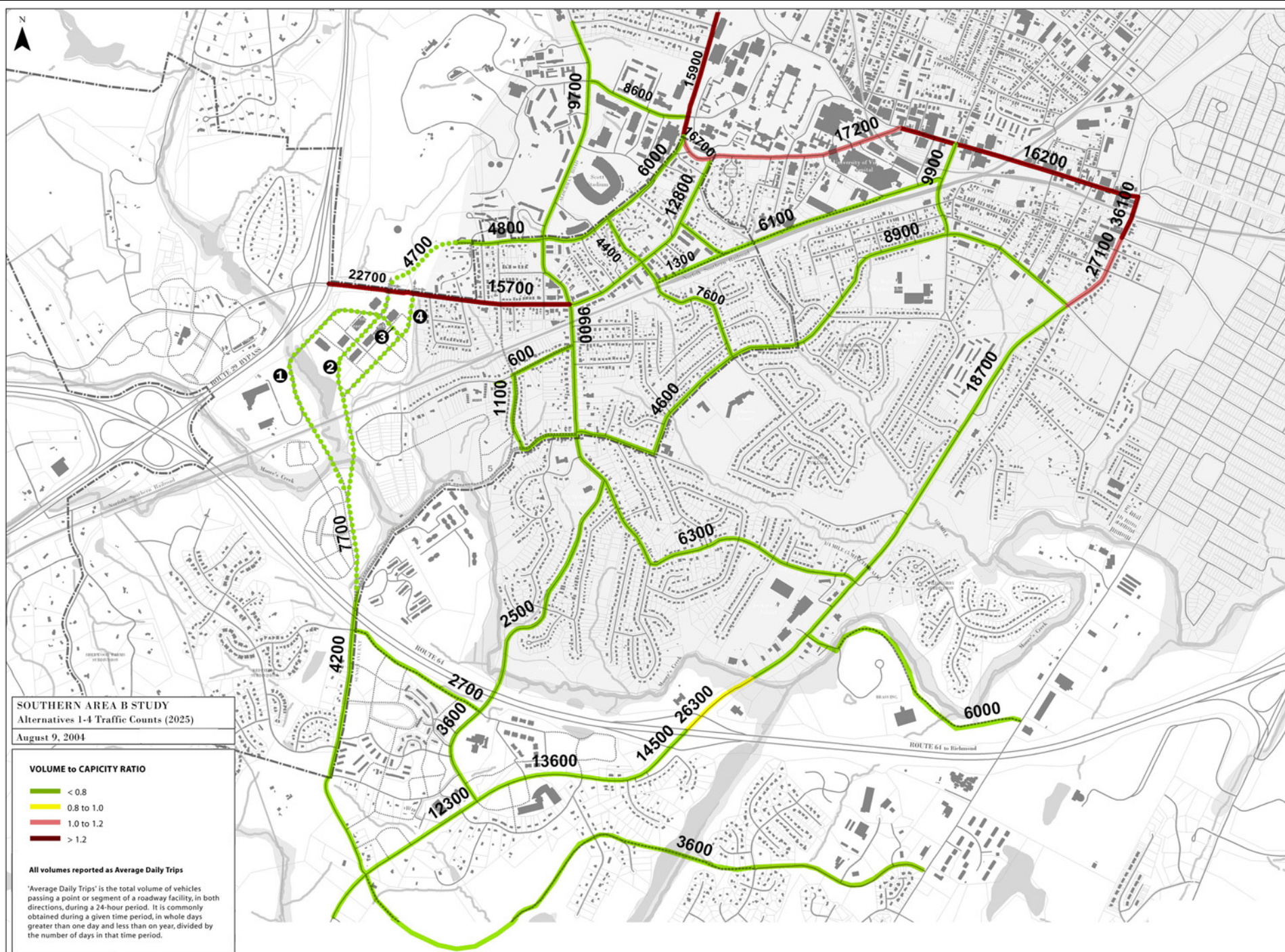
- < 0.8
- 0.8 to 1.0
- 1.0 to 1.2
- > 1.2

All volumes reported as Average Daily Trips

'Average Daily Trips' is the total volume of vehicles passing a point or segment of a roadway facility, in both directions, during a 24-hour period. It is commonly obtained during a given time period, in whole days greater than one day and less than on year, divided by the number of days in that time period.







| Area B - Traffic Modeling | | | | | August 9, 2004 | | | | | | | | | | FRAMEWORK PLAN * (2025) | | | | | |
|---------------------------|--|----------------|-------------------|----------|----------------|------------------|-----|-------------------|-----|--------------|-----|--------------------|-----|---------------|-------------------------|--|--|--|--|--|
| ROAD NAME | | FROM | TO | GEOMETRY | CAPACITY | EXISTING (2001)* | | "BY RIGHT" (2025) | | CHART (2025) | | ALTERNATIVES 1 - 4 | | ALTERNATIVE 5 | | | | | | |
| | | | | | | VOLUME | LOS | VOLUME | LOS | VOLUME | LOS | VOLUME | LOS | VOLUME | LOS | | | | | |
| ALDERMAN RD | | STADIUM RD | THOMPSON RD | 2LU | 12800 | 7200 | D | 9800 | D | | | 9700 | D | 10500 | D | | | | | |
| CHERRY AVE | | SHAMROCK RD | RIDGE ST | 2LU | 12800 | 12000 | E | 10600 | D | 9900 | D | 8900 | D | 9000 | D | | | | | |
| CHERRY AVE | | CLEVELAND AVE | SHAMROCK RD | 2LU | 12800 | 5300 | C | 5800 | C | 5000 | C | 4600 | C | 4600 | C | | | | | |
| CLEVELAND AVE | | JPA EXT | CHERRY AVE | 2LU | 12800 | 2700 | C | 2400 | C | 5000 | C | 2000 | C | 4400 | C | | | | | |
| EMMET ST | | STADIUM RD | JPA | 2LU | 12800 | 19700 | F | 15200 | F | | | 14400 | F | 16700 | F | | | | | |
| EMMET ST | | STADIUM RD | UNIVERSITY AVE | 2LU | 12800 | 19000 | F | 16800 | F | | | 15900 | F | 17600 | F | | | | | |
| FIFTH ST | | SCL | CHERRY AVE | 5LU | 32200 | 14000 | C | 20500 | C | 29000 | D | 18700 | C | 20600 | C | | | | | |
| FIFTH ST EXT | | STAGECOACH RD | WINFIELD CIR | 5LU | 32200 | 8600 | C | 17900 | C | 23000 | C | 14500 | C | 15800 | C | | | | | |
| FIFTH ST EXT | | WINFIELD CIR | I-64 | 5LU | 32200 | 9300 | C | 17900 | C | 23000 | C | 14500 | C | 15800 | C | | | | | |
| FIFTH ST EXT | | I-64 | SCL | 5LU | 32200 | 16000 | C | 22900 | D | 30000 | D | 26300 | D | 29000 | D | | | | | |
| FIFTH ST EXT | | HICKORY | OLD LYNCHBURG RD | 5LU | 32200 | 4500 | C | 15100 | C | 5000 | C | 12300 | C | 13000 | C | | | | | |
| FIFTH ST EXT | | OLD LYNCHBURG | STAGECOACH RD | 5LU | 32200 | 7000 | C | 16900 | C | 19000 | C | 13600 | C | 14000 | C | | | | | |
| FONTAINE AVE | | WCL | JPA | 2LU | 12800 | 13000 | F | 16800 | F | 19000 | F | 15700 | F | 18700 | F | | | | | |
| FONTAINE AVE | | US 29 | WCL | 2LD | 16800 | 12000 | E | 21100 | F | 21000 | F | 22700 | F | 22000 | F | | | | | |
| HARRIS ROAD | | JPA EXT | FIFTH ST | 2LU | 12800 | 4800 | C | 7100 | D | 8500 | D | 6300 | C | 7200 | D | | | | | |
| JPA | | EMMET ST | MAIN ST | 3LU | 16000 | 17000 | F | 19800 | F | 21000 | F | 17200 | F | 18400 | F | | | | | |
| JPA | | MAURY AVE | EMMET ST | 2LD | 16800 | 14000 | D | 12500 | D | 12000 | D | 12800 | D | 13200 | D | | | | | |
| JPA | | MAURY AVE | CLEVELAND AVE | 2LD | 16800 | 10000 | D | 11400 | D | 14000 | D | 9600 | D | 12800 | D | | | | | |
| JPA EXTENDED | | CLEVELAND AVE | HARRIS RD | 2LU | 12800 | 3900 | C | 8600 | D | 6500 | C | 7500 | D | 7400 | D | | | | | |
| MAIN ST | | TENTH ST | FIFTH ST | 2LU | 12800 | 13500 | F | 16800 | F | 19000 | F | 16200 | F | 18800 | F | | | | | |
| MAIN ST | | JPA | TENTH ST | 2LU | 12800 | 18000 | F | 19500 | F | 22000 | F | 16000 | F | 18100 | F | | | | | |
| MAURY AVE | | JPA | STADIUM RD | 2LU | 12800 | 6700 | C | 6500 | C | | | 6100 | C | 7800 | D | | | | | |
| MAYWOOD CONNECTOR | | JPA | NINTH-TENTH CNCTR | 2LU | 12800 | | | | | | | 6100 | C | 7600 | D | | | | | |
| MAYWOOD CONNECTOR | | SHAMROCK RD | MAYWOOD | 2LU | 12800 | | | | | | | 1300 | C | 2000 | C | | | | | |
| MCORMICK RD | | ALDERMAN RD | EMMET ST | 2LU | 12800 | 5900 | C | 8800 | D | | | 8600 | D | 9900 | D | | | | | |
| NEW | | OLD LYNCHBURG | SUNSET | 2LU | 12800 | | | | | | | 2700 | C | 2400 | C | | | | | |
| FONTAINE/SUNSET CONNECTOR | | FONTAINE | SUNSET | 2LU | 12800 | | | | | | | 7700 | D | | | | | | | |
| NEW | | FONTAINE | STADIUM RD | 2LU | 12800 | | | | | | | 4700 | C | 6000 | C | | | | | |
| BRASS INC CONNECTION | | FIFTH ST | AVON | 2LU | 12800 | | | | | | | 6000 | C | 7400 | D | | | | | |
| NEW | | STRIBLING AVE | FONTAINE RD | 2LU | | | | | | | | | | 8200 | D | | | | | |
| NEW | | FONTAINE RD | STADIUM RD | 2LU | | | | | | | | | | 2200 | C | | | | | |
| NINTH-TENTH ST CONNECTOR | | MAIN ST | CHERRY AVE | 2LU | 12800 | 11723 | D | 10600 | D | 12000 | E | 9900 | D | 11600 | D | | | | | |
| OLD LYNCHBURG RD | | JPA EXT | SCL | 2LU | 12800 | 4300 | C | 3100 | C | 8000 | C | 2500 | C | 5000 | C | | | | | |
| OLD LYNCHBURG RD | | FIFTH ST EXT | SCL | 2LU | 12800 | 2300 | C | 3800 | C | 12000 | D | 3600 | C | 6800 | D | | | | | |
| RIDGE STREET | | CHERRY AVE | MONTICELLO AVE | 4LU | 25400 | 14200 | D | 27600 | F | 32000 | F | 27100 | F | 28200 | F | | | | | |
| RIDGE STREET | | MONTICELLO AVE | MAIN ST | 4LU | 25400 | 25000 | E | 36600 | F | 45000 | F | 36100 | F | 37000 | F | | | | | |
| SHAMROCK RD | | STADIUM RD | JPA | 2LU | 12800 | | | 4400 | C | 7000 | D | 4400 | C | 6100 | C | | | | | |
| SHAMROCK RD | | JPA | CHERRY AVE | 2LU | 12800 | 3600 | C | 9400 | D | 13000 | F | 7600 | D | 8300 | D | | | | | |
| SOUTHERN CONNECTOR | | SUNSET RD | AVON | 2LU | 12800 | | | | | 15,000 | F | 3600 | C | 5900 | C | | | | | |
| STADIUM RD | | ALDERMAN RD | EMMET ST | 2LU | 12800 | 3500 | C | 5200 | C | 9500 | D | 6000 | C | 7400 | D | | | | | |
| STADIUM RD | | SUMMIT ST | ALDERMAN RD | 2LU | 12800 | | | 3500 | C | | | 4800 | C | 6000 | C | | | | | |
| STRIBLING AVE | | FONTAINE AVE | JPA | 2LU | 12800 | | | 800 | C | | | 600 | C | 1100 | C | | | | | |
| SUNSET AVE | | WCL | SUNSET RD | 2LU | 12800 | | | | | | | | | 8600 | D | | | | | |
| SUNSET AVE | | SUNSET RD | JPA EXT | 2LU | 12800 | | | 600 | C | | | 1900 | C | 3600 | C | | | | | |
| SUNSET AVE EXT | | FIFTH ST EXT | WCL | 2LU | 12800 | | | 6500 | C | 4500 | C | 4200 | C | 4200 | C | | | | | |
| SUNSET RD | | STRIBLING AVE | SUNSET AVE | 2LU | 12800 | | | 1800 | C | | | 1100 | C | 8800 | D | | | | | |

* Counts represent the most current VDOT data. Where roads did not have 2001 VDOT counts, the most recent VDOT data was used.

Fontaine Avenue Task Force 1997

Goals of the Task Forces*:

- To protect and retain the neighborhood character of Fontaine Avenue by keeping the widening of the road to a minimum
- To enhance the residential character of Fontaine Avenue with amenities that contribute to the walkability, aesthetics, and lighting of the road
- To manage traffic flow and speed without contributing to higher volume traffic
- To enhance the appearance and convenience of the road as a gateway to the city, adding a strong landscaping component
- To provide for alternative modes of transportation.

Problems and Needs of Fontaine Avenue*:

Widths:

Feeds onto JPA, which is two lanes.

Bicycles:

No bike lanes

Pedestrian:

- No safe crosswalks
- No continuous sidewalks

Utilities:

Utility lines need undergrounding

Lighting:

Poor Lighting

Landscaping:

Road is unattractive as an entry to the city; there is a need for landscaping

Transit:

- No public transit routes
- No public transit facilities
- Can the university take some of the traffic off by or van?

Speed & Traffic Calming:

- Too much traffic on the road
- Excessive speed
- Too many trucks
- Many ambulances

Signage:

Signage is not correct or appropriate, which attracts traffic from Rt. 29

Parking:

- Parking on street is a problem
- Weekday student and UVA employee parking on street
- Not enough off-street parking

Other:

- Poor condition of the road and banks; there is a narrow section of the road
- Street serves as both and residential and commercial usage
- Low visibility at intersection with 250 bypass
- Difficult to backup from driveway

Task Force Recommendations*:

Widths:

The task force recommends a three-lane roadway.

Middle Lane Treatment:

Middle lane should be of a different material to slow down the traffic and the painting of arrows in the median and pavement should be minimized.

Bicycles:

There should be a 5' wide bike lane next to the travel lane on each side

Sidewalks:

There should be a five foot sidewalk on each side separated from the curb by green planting strips, with adjustments for individual properties at the design stage as appropriate.

Pedestrian:

All crosswalks should be of different material so as to clearly identify pedestrian zones and to slow the vehicular traffic.

Utilities:

All Utilities should be undergrounded if feasible.

Lighting:

There should be acorn style neighborhood oriented street lighting.

Landscaping:

- There should be a continuous row of new street trees on both sides of the street.
- There should be special landscaping on both sides of the City entrance.
- There should be landscaped median at the County end of the road.
- There should be a Landscape Architect as an integral member of the design team.

Transit:

There needs to be safe and convenient bus stop areas on both sides of the road.

Speed:

Speed should be marked at 30 mph.

Curb Radius:

Curb radius for the sidestreet should be minimized to discourage fast movement.

Park & Ride:

Park and Ride Lots should be considered in conjunction with this project by City/County/University and VDOT.

Traffic Calming:

Traffic calming devices should be considered to discourage cut-through truck traffic on side streets.

Signage:

The city should work with VDOT residency to correct the signage on I-64 to properly direct the traffic to commercial areas.

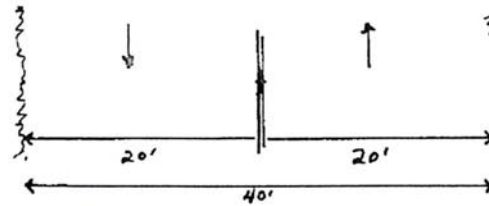
Parking:

- That permit parking be reviewed for the benefit of the neighborhood.
- That a parking lot be created for the residents.
- That VDOT provided entrances for required parking according to the code.

* These were identified by the Fontaine Avenue Task Force, 1997

FONTAINE AVENUE CURRENT STATUS

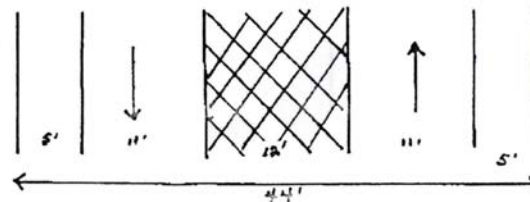
Fontaine Avenue Task Force August 1997



- Limited sidewalks, no curbs
- Some on-street parking
- Multiple turn destinations
- No bike lanes
- Unsafe crossing
- Traffic speed
- Narrow section (21-23')
- Aesthetics are variable

RECOMMENDED THREE-LANE PLAN

Fontaine Avenue Task Force August 1997

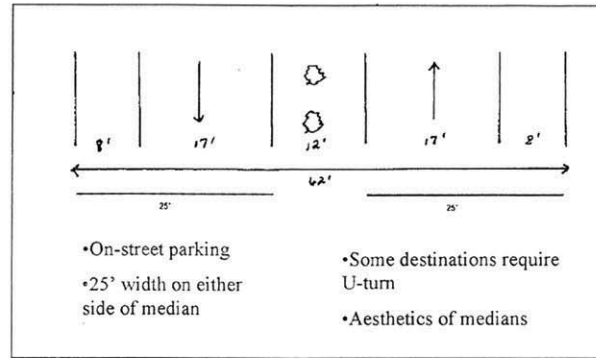


- Continuous left turn lane of different texture
- Bike Lanes, sidewalks, curbs
- Off-street parking built
- Textured Pedestrian crossings
- Landscaping, lighting, undergrounding
- Requires 4' widening

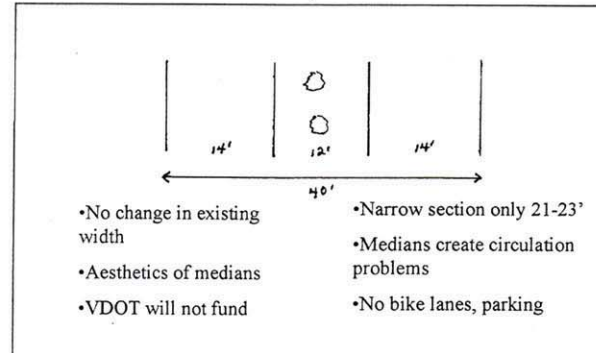
FONTAINE AVENUE TASK FORCE DRAWINGS

August 1997

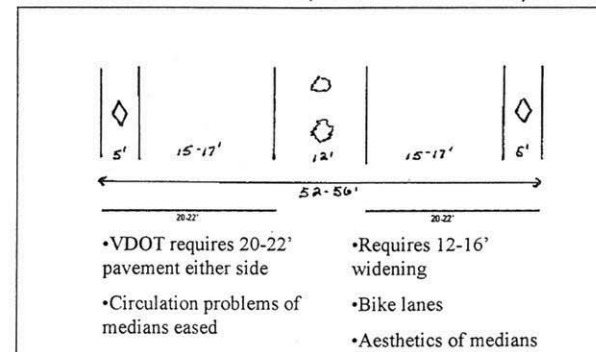
Jefferson Park Avenue



Two-lanes with median (not to VDOT standards)

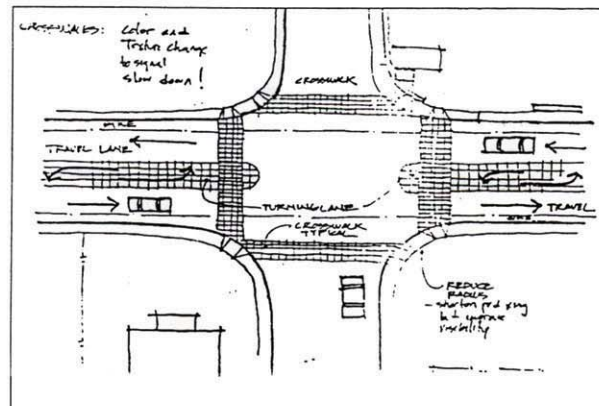
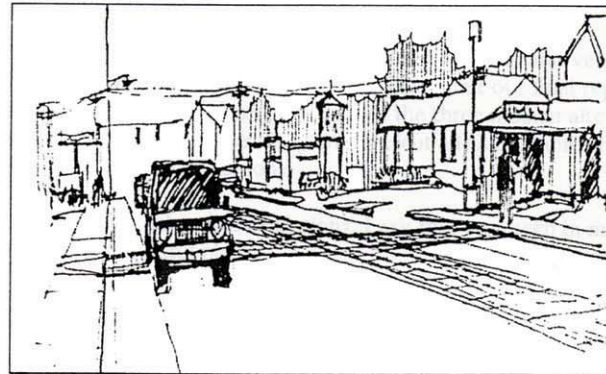
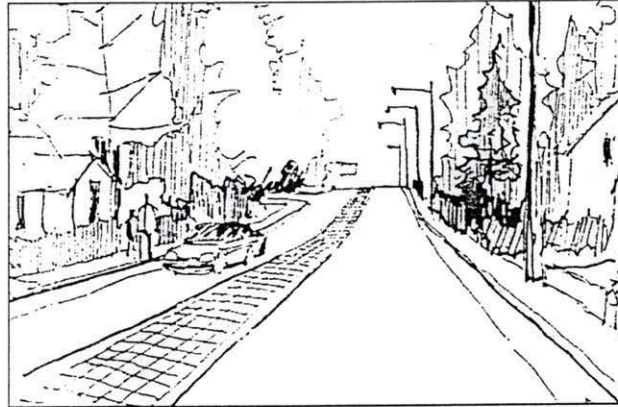


Two-lanes with median (VDOT standards)



Presented at Fontaine Avenue Task Force Meeting March 1997

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CHARLOTTESVILLE CORRIDOR STUDY

Torti Gallas & Partners CHK - 2000



CONCEPTUAL CORRIDOR PLAN FOR FONTAINE/JPA



EXISTING FONTAINE AVENUE



PROPOSED FONTAINE AVENUE - 'LITTLE CORNER'